

**LJLJ**

Apt Elev 1273'

301.2°/15.9 from DOL 112.7

**1-0**

16 Jun 08

**LJUBLJANA, SLOVENIA**

Ljubljana

N46 13.5 E014 27.4

**1. AIRPORT BRIEFING****1.1. FS SCENERY**

1. Default FS 2002/2004/X:

- Uses taxi-in P/B stands. Refer to LJLJ 1-2.
- TWY-A ends at intersection of TWY F/Y. TWY-B and C are not available.
- Mandatory: add "**RMK/LJLJ/L00**" in FPL remarks if using the default FS scenery.

2. "Slovenia 2004" by FS Slovenia Team (users.volja.net/slo2004) or "Slovenia-Croatia" scenery:

- Uses circular, self-maneuvering parkings.
- TWY-A ends at intersection of TWY F/Y. TWY B and C are not available.
- Add "**RMK/LJLJ/L01**" in FPL remark if using the scenery.

3. "Slovenia 2004+2007 Update" or freeware "LJLJ 2007" from library.avsim.net (recommended):

- Uses taxi-in P/B stands. Refer to LJLJ 1-2.
- TWY-A extension, TWY-B and TWY-C implemented.
- No FPL RMK required.

**1.2. ATIS**

- On the network ATIS is part of automated message sent via IvAp ACARS only from LJLJ\_TWR.
- ACC may instruct pilot to "check information ..." In this case pilots shall receive ATIS from LJLJ\_TWR with command ".atis LJLJ\_TWR" and remain on present ATC frequency.

**1.3. DE/ANTI-ICE PROCEDURE**

1. Position DE1 is accessible via TWY E1 and E4. Before de/anti-ice pilots shall request startup and taxi to DE1 position. All taxiing manoeuvres shall be carried out at minimum engine speed until reaching TWY-P.

**1.4. LOW VISIBILITY PROCEDURES**

Criteria for initiation and termination of LVP:

1. LVP procedures apply when RVR is below 550m and ceiling is 200 ft or below. ATC will inform pilots with standard message: "LOW VISIBILITY PROCEDURES IN OPERATION".
2. LVP will be terminated when RVR is greater than 800m and ceiling is above 300 ft. ATC will inform pilots with standard message: "LOW VISIBILITY PROCEDURES CANCELLED AT TIME ..."

Ground movement restrictions:

- Only one ACFT movement at the main apron at the same time will be allowed with LVP in operation.

**1.5. CAT II/III OPERATIONS**

RWY-31 is approved for CAT II/III operations.

**1.6. NOISE ABATEMENT PROCEDURES**

- Reverse thrust shall be between 2200 - 0600LT used on idle, except for safety reasons.
- Between 2300 - 0500 LT expect RWY-13 for departure, exception are traffic safety, weather, technical and SAR reasons.

**2. UNICOM 122.800 MHz procedures (only when no ATC on the network)****2.1. ARRIVAL****Precision approach: ILS-31 or Non-precision NDB-Locator App. RWY-31**

- Report FIR entry point, current level, ACFT type and STAR intentions. Start message with "LJLJ Traffic".
- Report 10 NM to FAF (ABEAM KAM) for ILS approach or 10 NM to KAM NDB for NDB-locator APP RWY-31.
- Report established on LOC ILS-31 or overhead KAM for NDB-Lctr. app. RWY-31.
- Monitor other reports.

**2.2. DEPARTURE**

- Report P/B and TAXI intentions 1 min before actually starting P/B (only if other ACFT connected at PSN).
- Report chosen RWY and your SID 3 minutes before lining up on the RWY.
- Monitor arrival reports.

- VFR departure: report 2 min before lining up on RWY, including CTR Ljubljana leaving point (S3/W2/NE).

All airborne OPS: TCAS (TA/RA, ALL) and at least transponder MODE C mandatory.

**2.3. RWY usage on Unicom**

Choose departure RWY according to weather situation and traffic reports on Unicom. Restriction to depart RWY-13: no "10NM report to DOL VOR" of arriving traffic shall be received until lining up RWY-13. Monitor arrival reports, addressed to "LJLJ Traffic".

Due to weather conditions also circle-to-land procedure for RWY-13 may be used. (Refer to LJLJ 3-1.) Intentions for circle-to-land RWY-13 shall be sent on Unicom at least 10 NM to DOL VOR.

Note: In case LJLJ\_TWR is online and no LJLA\_CTR connected, contact Ljubljana Tower 10 NM to DOL and report estimate over FAF (ABEAM KAM) as IFR or 3 min before entering CTR Ljubljana as VFR.

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